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## MISCELLANY.

From the United Service Journal, for Aug., 1838.

### FRENCH NAVAL PORTS AND DOCKYARDS.

#### FURTHER NOTICES OF THE PORT OF BREST.

By an Oxonian.

MR. EDITOR: I have endeavored to reduce to some profitable shape the materials of an account of Brest, collected during a brief stay there, while on a cruise in August, 1837, when I read the article on the same subject in your March number. That article is so copious and accurate as to leave little to be desired, and I do not regret that my recollections of the place remain in their own obscurity, especially when, on comparing them, I find the article in your excellent Journal to be in many respects more accurate and minute.\* Still, I think that some additions to what has already appeared, as well as remarks on the opinions expressed by the writer in the able article just mentioned, may interest some of your naval readers. I will only beseech their indulgence to any inaccuracies in what I shall say, by pleading the fact, that I have studied sea matters as an amusement, not as a profession.

The "Four" passage can hardly be said to "lead in from the Atlantic;" it is only useful to vessels coming from some port in the Channel; it may be said to join L'Iroise, which narrows eastward into the "Goulet de Brest," a narrow but deep channel, and which, with good sailing directions and a chart, is safe of access even for a perfect stranger; the dangers are few and easily avoided, and a pilot is not necessary; *probatum est*. I would not recommend the "Passage du Four;" all the dangers lie within Ushant; outside of it there are none, if a moderate offing is kept. I am not aware of any "Cape Finisterre" on that coast, or in the department of that name: certainly the only one "well known to mariners" is at the southwestern extremity of the Bay. I will, as briefly as I can, follow the writer on the Ports of France, confining myself to his remarks on the French ships; I shall differ slightly with him in one or two points, without at all undervaluing the excellence and accuracy of his account generally.

That the beauty of the French models surpasses that of ours, is, I think, open to some discussion; that it did so in former years no one will deny, who has seen the old French models, and compared them with the few remaining of our own of the same date; the testimony of history to the fact is almost unnecessary; let any one who has been at Brest look at the Tourville, 74, or any of their old frigates, though of more modern build than the ship I have mentioned. It is not alone in beautiful ornament, and the taste of every part of her finish, that we find such legitimate ground for the admiration of this noble-looking old ship; but for more elegant lines, a more graceful set of curves, I never saw on the water. The present style of build shows that the French constructors have departed as widely as possible from all "rococo" notions of their predecessors; they have, doubtless, done this on good grounds, but I was rather surprised to hear "beauty" predicated of the majority of French models, as seen at present. The fact I believe to be, that the French naval ar-

chitects have thrown overboard all received notions of beauty derived from their lovely old models, have abandoned the *dulce* for the *utile*, and have sketched boldly, and without regard to elegance of form, such plans as seemed to promise strength, compactness, solidity, and the other essentials of a man of war. The sterns of their ships show this in an especial manner, and the observations in the pages of your Journal ought to make our builders mend their ways in this respect. The French sterns, whether round or square, are admirably adapted to answer all necessary ends, and though I cannot agree to their beauty in all cases, yet it would be easy to adopt their improvements, combined with a more graceful outline—a thing, however, (let our builders remember,) of very little moment, and to be quite disregarded when standing in the way of real improvement.

The absence of our row of glass astern, adds to, rather than detracts from, a handsome appearance. The *Diadème*, a beautiful ship, somewhat of the old school, pierced for 90 guns, carrying 86, (I give these numbers from memory,) had just four cabin windows, two on each deck; and a handsomer square stern I never saw: these windows were not shown by any paint, and at a distance were not perceptible on the black stern; no painted mullions, dwarf sham balustrades, &c.; plain narrow white streaks marked the rails, and the carving, which was very bold and elegant round the beautiful outline of the whole, was also white. I saw no sham windows anywhere, as in the quarter galleries of our corvettes, and in the *Modeste's* stern.

The French have not any frigates of dimensions equal to Vernons; *Didon* and her class are considerably smaller; but, on the other hand, it is true that "their ship sloops of war are as large as many of our small frigates;" it might be added, and twice as efficient. Indeed, the wretched class of ships we still keep up under the name of 28's (*North Star*, *Samarang*, *Talbot*, &c.) would not be suffered to continue to disgrace such a navy as that of France. Their *gabares* and *corvettes de charge* are infinitely better ships. Nor have they any such inferior ships as the *Blonde* class with us. Well may it be asked why all that class are not razed into corvettes at once, and made good for something?

The French brigs, too, are a fine class of vessels, though not a very handsome one. They should hardly be called "18-gun brigs," which calls up visions of some of our own very inferior craft so called. I heard them called "*bricks de vingt*," and they carry that number of carronades, and have twelve ports on each side. I will describe their appearance, as some points refer to all modern French ships.

They are as nearly wall-sided as may be; head short, and one of the bobstays, leading from the extremity of the bowsprit, clear of the head, to the cut-water close to the water-line, like that of a cutter; head-rails and figure very high and planked up smooth, as described in your Journal; stern round, for the most part; no quarter-galleries, or any break or ornament of any kind; the white gun streak carried round without interruption; very little rake in the counter, which tumbles home a little aloft to about a line perpendicular with the rudder-head from which it started. To any one who has seen these curious sterns, the epithet of *bâtiment à cul rond* will seem remarkably apt. They carry, like all French ships and vessels of war of every class, a poop (*dunette*) and a topgallant forecastle (*gaillard d'avant*.) The masts are stepped at a most unsightly distance

\* I regret that the writer on the Ports of France has not given us a more detailed account of the town and neighborhood of Brest, as well as of its inhabitants and the "bas Bretons" generally; he cannot have forgotten the almost unrivalled beauty of the shady promenade, skirting the parade ground, and commanding a view of the noble bay; and the town is a lively, amusing, and, to a certain degree, a fashionable one.

from one another, the main being very far aft. All classes of ships struck me as being over-masted, particularly when compared with our new ships. The poop aforesaid is a material addition to comfort and room, though the appearance of the deck is rather impaired by it. The sterns of all French frigates differ in consequence from ours in showing two sets of cabin windows aft and in the quarter-galleries, those of the poop-cabins very small; the quarter-galleries of their square sterns, therefore, resemble those of a two-decked ship, (Jeanne d'Arc was a very handsome instance,) but quite plain in rails, lower and upper finishing, &c.

The *culs ronds* of their frigates have a singular addition, answering to our quarter-galleries, commonly called *bouteilles*. These bottles appear in some variety. L'Amazone, 60, had them of great projection, and answering very well to their name; bolt upright when seen in a broadside view, but diminishing a little as they ascended, and looking like small turrets stuck on alongside, with one window on the main deck, and a smaller one for the poop-cabins. Didon, 60, had another variety. Her *bouteilles* descended only half as low as the Amazone's, leaving her gun streak to run round like that of the *bricks* before mentioned. About this streak was a projecting gallery surrounded by iron rails, and supported by four well-carved caryatides. The poop-cabin, (a very elegant one,) with which this gallery communicated, was then, as now, tenanted by the Comte de la Retonniere, who had his flag at the mizen. A third variety, which I saw up the harbor, might be called a one-bottle man, for there was one of these projections amidships over the rudder-head, its lines falling in with those of the stern. This plan certainly attains the superlative degree of ugliness. All the line of battle ships I saw completed had square sterns; so had a few of the large corvettes. A *vaisseau*, (line of battle ship,) *à cul rond*, if turned out like L'Amazone, &c., must present a most extraordinary contour; but I repeat that all these sterns are admirably calculated to meet the shock and strain of a seaway, or a hostile broadside, which the majority of our own cannot be said to be. Those lately used by Sir W. Symonds are far too overhanging to be good; the form of Robert's sterns is very handsome, and far more rational. Sir W. S. has wonderfully improved our navy, and his ships are very fine ones, but a man of war need not, either in cutwater or counter, affect the rakish, *elancé* air of a yacht. One word more about the models of their ships, as compared with ours. When the Pique and Inconstant sailed on one of their cruises, La Dryade, a first-class frigate, sailed with them, but could not even keep within sight of them, and returned to the Tagus after a very short trial indeed.

Many of their own officers (and a most candid, liberal set of men they seem) owned that our frigates surpassed theirs; but they seem to rank their line of battle ships above ours. All those among them who have seen Vernon are in raptures with her to an extent which quite surprised me. Didon's officers knew Vestal out in the West Indies, and declared to me that they did not think any more lovely model could exist—certainly among their own ships *none does* at this day. They were especially struck, they told me, with the sharpness of her midship-section—all the French frigates, *recently built*, having very flat floors.

I must now turn to one, perhaps the most important, point in which our ships and theirs differ, and which has only been incidentally referred to by the writer of the article on Brest—I mean the system of *double-banking*, now introduced into every great naval power except our own. I have said that Didon, and all her class, are inferior in dimensions to Vernon. They are not only inferior in dimensions; their stability is not nearly so great, and the muzzles of their guns are considerably nearer the water.

Yet, with inferior capabilities, these ships have a heavier broadside. Didon is even narrower than Pique. On the advantages of double-banking, in a warlike point of view, I should think nothing need be said; the fact that these advantages are great has become evident to every power but England. The French build in this way universally; Diadème (not a new ship, as I have observed) originally had no guns in the waist; her model may be seen, as she used to be, in the model-room at Brest; but even then she had not the huge excrescence which our waist hammock-netting presents—her bulwarks ran along smooth, and the same height, where there were no guns.\* I saw the same thing in La Flore, a fine frigate, with a small vacant space left in the waist; her bulwarks could have been adapted for guns there easily. When I saw Diadème, which was just before her departure for Toulon, she carried three complete tiers—*carronades* on the upper deck. L'Océan, in like manner, showed four regular rows of teeth, and struck me as a beautiful ship, though, I think, not "new," from her model, and from the "reentrée" of her topsides.

But there is another point of view in which the advantages of double-banking are perhaps even more obvious—the promotion of the sailing and sea-worthy qualities of the ship. The only vessels in our service, in which the weight seems so distributed as to do justice to the qualities of the craft, are those from corvettes downwards; all others are heavily loaded at the extremities, where the lines of the fore and after body are often very delicate, and that part of the ship where weight should be concentrated is left empty!† What would a French builder (who gives Didon 42-pounder *carronades* all along her upper deck) think of arming a ship like Pique with upper deck guns weighing 40 cwt. each, at the two extremities? I will not enlarge on a point on which so much is to be said, in the earnest hope that some of your naval readers will take it up more efficiently than I could, and that by this means the pages of your Journal may bring this most important subject before the eyes of those who bear rule in such matters.

The author of the article on "The Ports" did not notice a peculiarity in the gun-locks; it is new, and, I believe, as yet only partially introduced. I think it may be of value to us, were we ever willing to borrow from our neighbors what is really good. There is no spring used, therefore the thing is very simple, never can get out of order, and has a very handsome appearance. The hammer, of brass, is fixed on one side the nipple.

It lies over towards the right, in the direction of the dotted lines,‡ and is pulled over, and the gun fired, by the line represented. The proportions are not quite correct as, at the angle I have shown, the line could hardly lift the hammer over, but I have shown the plan; the principle is so simple that any mechanic could embody it. Percussion locks of an ordinary shape had superseded flint locks, and the former in turn have given way to the plan I have mentioned.

The plan so well described by the author of the

\* Would Inconstant have carried away her bulwarks as she did her waist-hammock-nettings, on her recent passage home? The latter unsightly boxes are merely secured by iron stanchions, and have not the strength of the former. She lost a head-rail, too. Would planking over-smooth not have tended to avert this?

† On a par with this is the *modern improvement* of having one midship-magazine instead of two at the extremities—thereby displacing from the centre and throwing forward and aft several tons of weight; this, too, on board such a model as Pique's, where loading the extremities spoiled the qualities of the ship. Inconstant has no such disadvantage.

‡ The drawings are unavoidably omitted here.—*Ed. A. & N. C.*



article for setting up the shrouds (and stays) is as yet very sparingly adopted. I only saw it on board a noble two-decker, *Diadème*, fitted with all kinds of new plans, by way of trial; the plan is not slightly by any means. Not only frigates, but line of battle ships, also, have their main and mizen channels in one; this, especially in the latter, is heavy and ugly. On board the *Diadème* there was a new chain cable-compressor, in addition to the curved piece of iron used by us and the French for that purpose, and which they thought likely to supersede it. It consisted of a huge and ponderous iron hammer, situated close within the hawse-hole, on a pair of bits.

On letting go the tackle which sustains the hammer, the progress of the chain is instantly stopped, and it was expected that no accident (as breaking in the case of the old compressor) was likely to befall this. The hammer fell so as to fit on the links, and the whole strain acted longitudinally on the straight piece, whose great strength seemed to insure the safety of the plan.

Your correspondent thinks the not rattling the futtock-shrouds, and the mode of getting through "lubber's hole," an improvement. I have heard naval officers say the reverse—more men can run up outside, abreast, and at once, than in the French (and American) mode; and I have heard it stated as an inconvenience that, if the scuttles over these "holes" are left open, coils of rope, &c., find their way down; and that, were a whole-top permanently made by closing them, it would be better. *Au reste*, I saw Brest through the kindness of a friend, who gave me a two months' cruise, and my smattering of sea-matters has been picked up from cruises for several years past, and visits to seaports, and an interest felt in the thing ever since I saw a ship on the sea.

V.

From Mr. Stephens's new '*Incidents of Travel*.'

#### THE BATTLE OF GROKOW.

The battle of Grokow, the greatest in Europe since that of Waterloo, was fought on the 25th of February, 1831, and the place where I stood commanded a view of the whole ground. The Russian army was under the command of Diebitsch, and consisted of one hundred and forty-two thousand infantry, forty thousand cavalry, and three hundred and twelve pieces of cannon. This enormous force was arranged in two lines of combatants, and a third of reserve. Its left wing, between Warsaw and the marshes of the Vistula, consisted of four divisions of infantry of forty-seven thousand men, three of cavalry of ten thousand five hundred, and one hundred and eight pieces of cannon; the right consisted of three and a half divisions of infantry of thirty-one thousand men, four divisions of cavalry of fifteen thousand seven hundred and fifty men, and fifty-two pieces of cannon. Upon the borders of the great forest opposite the Forest of Elders, conspicuous from where I stood, was placed the reserve, commanded by the Grand Duke Constantine. Against this immense army the Poles opposed less than fifty thousand men, and a hundred pieces of cannon, under the command of General Skrzynecki!

At break of day the whole force of the Russian right wing, with a terrible fire of fifty pieces of artillery, and columns of infantry, charged the Polish left, with the determination of carrying it by a single and overpowering effort. The Poles, with six thousand five hundred men, and twelve pieces of artillery, not yielding a foot of ground, and knowing they could hope for no succor, resisted this attack for several hours until the Russians slackened their fire. About ten o'clock the plain was suddenly covered with the Russian forces, issuing from the cover of the forest, seeming one undivided mass of troops. Two hundred pieces of cannon posted on a single line, commenced a fire which made the earth tremble, and was more terrible than the oldest officers, many of whom had

fought at Marengo and Austerlitz, had ever beheld. The Russians now made an attack upon the right wing, but failed in this as upon the left. Diebitsch directed the strength of his army against the Forest of Elders, hoping to divide the Poles into two parts. One hundred and twenty pieces of cannon were brought to bear on this one point, and fifty battalions incessantly pushed to the attack, kept up a scene of massacre unheard of in the annals of war. A Polish officer who was in the battle, told me that the small streams which intersected the forest were so choked with dead that the infantry marched directly over their bodies. The heroic Poles, with twelve battalions, for four hours defended the forest against the tremendous attack. Nine times they were driven out, and nine times, by a series of admirably executed manœuvres, they repulsed the Russians with immense loss. Batteries, now concentrated in one point, were in a moment hurried to another, and the artillery advanced to the charge like cavalry, sometimes within a hundred feet of the enemy's columns, and there opened a murderous fire of grape.

At three o'clock, the Generals, many of whom were wounded, the most of whom had their horses shot under them, and fought on foot at the head of their divisions, resolved upon a retrograde movement, so as to draw the Russians on the open plain. The Russian troops then debouched from the forest, a cloud of Russian cavalry, with several regiments of heavy cuirassiers at their head, to the attack. Col. Pientka, who had kept up an unrelenting fire from his battery for five hours with perfect sang froid, upon a disabled piece of cannon, remained to give another effective fire, then left at full gallop a post which he had so long occupied under the terrible fire of the enemy's artillery. This rapid movement of his battery animated the Russian forces. The cavalry advanced on a trot upon the line of a battery of rockets. A terrible discharge was poured into their ranks, and the horses, galled to madness by the flashes of fire, became wholly ungovernable, and broke away, spreading disorder in every direction; the whole body swept helplessly along the fire of the Polish infantry, and in a few minutes was so completely annihilated that of a regiment of cuirassiers who bore inscribed on their helmets the "Invincibles," not a man escaped. The wreck of the routed cavalry, pursued by the lancers, carried along in its flight the columns of infantry. A general retreat commenced, and the cry of "Poland forever!" reached the walls of Warsaw to cheer the hearts of its anxious inhabitants. So terrible was the fire of that day, that in the Polish army there was not a single general or staff officer who had not his horse killed or wounded under him; two thirds of the officers, and, perhaps, of the soldiers, had their clothes pierced with balls, and more than a tenth part of the army were wounded. Thirty thousand Russians and ten thousand Poles were left on the field of battle: rank upon rank lay prostrate on the ground, and the Forest of Elders was so strewn with bodies that it received from that day the name of the "forest of the dead." The Czar heard with dismay and all Europe with astonishment, that the crosser of the Balkan had been foiled under the walls of Warsaw.

All day, my companion said, the cannonading was terrible. Crowds of citizens, of both sexes and all ages, were assembled on the spot where we stood, earnestly watching the progress of the battle, sharing in all its vicissitudes, in the highest state of excitement as the clearing up of the columns of smoke showed when the Russians or Poles had fled; and he described the entry of the remnant of the Polish army into Warsaw as sublime and terrible; their hair and faces were begrimed with powder and blood; their armor shattered and broken, and all, even dying men, were singing patriotic songs; and when the fourth regiment, among whom was a brother of my companion, and who had particularly distinguished themselves in the battle, crossed the

bridge and filed slowly through the streets, their lances shivered against the cuirasses of the guards, their helmets broken, their faces black and spotted with blood, some erect, some tottering, and some barely able to sustain themselves in the saddle; above the din of the chorus of patriotic songs rose the distracted cries of mothers, wives, daughters, and lovers—seeking among this broken band, for forms dearer than life, many of whom were then sleeping on the battle field.

My companion told me that he was then a lad of seventeen, and had begged with tears to be allowed to accompany his brother; but his widowed mother extorted from him a promise that he would not attempt it. All day he stood with his mother on the very spot where we did, his hand in hers, which she grasped convulsively, as every peal of cannon seemed the knell of her son; and when the lancers passed, she sprang from his side as she recognized in the drooping figure of an officer, with his spear broken in his hand, the figure of the gallant boy. He was then reeling in his saddle, his eye was glazed and vacant, and he died that night in their arms.

*From the Philadelphia National Gazette.*

A very esteemed friend has had the goodness to afford us the following article of lively and general interest on the subject of the Great Western, her cost, expenses, and profits, and thereby offer the fullest comprehensible argument in favor of the project of making liberal present investments towards building American steam vessels of the same character. To Baltimore, and Charleston, and Norfolk, and Philadelphia, the exposition on hand must be of particular value, in showing, as it does, that enterprise, directed as it recommends, must yield a competent pecuniary return. A committee of gentlemen appointed not long since at a town meeting held in this city, on the subject of Atlantic steam navigation, will, we suppose, report in due season in favor of the scheme they are entertaining. In the mean time, the logic of dollars and cents exhibited by our correspondent, with other statements we have given, must satisfy the community that their true interests in business will be sustained by immediate action in regard to it.

*For the National Gazette.*

The great problem has been solved. The practicability of the navigation of the Atlantic by steam has been incontestably established. The very duration of each passage has been almost precisely ascertained; and speculation with little variance, may confidently look for its punctual returns. As facts outweigh all argument, and one result is justly more valued than a volume of surmise, I propose to give a brief statement—one peculiarly intelligible to a commercial community, for it speaks in dollars and cents—of the expense and profit attendant on steam-packet navigation. Alluding to the Savannah for the purpose only of claiming for our enterprising countrymen the merit of priority, and passing by the Sirius and Royal William, from ignorance of their respective complement and expenditure, I will proceed to give, as nearly as from data in possession I can calculate the outlay and receipts of the Great Western for the last four trips, comprising a period of ninety-two days. To this I am more strongly disposed, by a belief entertained from the first and now beyond doubt confirmed that the reports emanating from England and industriously circulated here respecting the failure of the negotiation for the purchase of the Liverpool and the probable cessation of intercourse by steam, were designed (and alas! too successful,) to deter our merchants from destroying the monopoly by a lucrative participation. It is a deep conviction, based on experience and recently strengthened by close observation, that an American steam packet of large dimensions, commanded by an officer in whom the qualities of a seaman and an acquaintance with machinery are combined,—a mild but consistent disciplinarian for the management of his crew, and a

gentleman by education and manners for intercourse with his passengers;—such a ship, constructed by American mechanics, manned by American seamen, with our own engineers, and a skilful native commander, equalling in expedition, and in cleanliness and comfort surpassing all now afloat, would in two years drive competition from the ocean. But to resume the statement. In the list of the crew, giving from recollection, there may be an error; but if so, rather exceeding than falling short of the real number. From the 25th June to the 25th September, a period of ninety-two days, the Great Western made four trips across the Atlantic—one of twelve and a half, one of fifteen, one of thirteen and a half, and one of eighteen days—in all fifty-nine days at sea.

Cost of the Great Western, including hull, spars, tackling, sails, machinery, cabin furniture, &c. £55,000  
or \$276,750 00

Estimate of expense for 92 days.

Ten per cent. interest on cost for wear and tear,	\$6,997 83
Pay of commander at \$3,000 per annum,	756 00
Pay of 1st mate at 800 per annum,	201 64
Do 2d mate at 600 do	151 23
Do 3d mate at 400 do	100 82
Do 1st engineer at 1,500 do	378 08
Do 2d do at 1,000 do	252 00
Do 3d do at 1,000 do	252 00
Do 12 firemen, at 30 each do	1,088 88
Do 12 coal heavers at 20 do	725 88
Do 10 seamen at 15 do	453 60
Do 15 ord'y seamen at 10 do	453 60
Fare of 455 passengers at \$1 each per day, for 59 days,	26,845 00
Ration for 61 persons, including 5 apprentices at 20 cents each ration, for 92 days,	1,122 40
Coal consumed, averaged from 24 to 33 tons per day, taking an average of 30 tons per day, for 59 days, 1,790 tons, at 14s. sterling, or 3 dollars 79 cents,	6,784 10
	<hr/> \$46,573 06

Cr.

455 passengers at an average of 30 guineas each, allowing the odd five guineas for children and servants,	\$69,478 00
22,000 letters at 25 cents each,	5,500 00
400 tons merchandize, (100 tons each trip,) at 40s.	3,880 00

Proceeds for 92 days,	78,858 50
Expenses for 92 days,	46,573 06

Profit for 92 days, \$32,285 44

Thus clearing at the rate of \$129,000 per annum, after deducting 10 per cent. for wear and tear. Well made machinery will last 50 years.

1. The pay of surgeon and purser has not been included in this calculation, but the amount is unimportant, and will little vary the result.

2. The port charges are also not included, but they can be easily ascertained by any one residing in a city. The directors of the Great Western Steam ship company may well refuse to increase the number of stockholders.

3. In the first of the four trips there were 87 passengers; in the 2d, 134; 3d, 91; and 4th, 143—in all 455.

FULTON.

Our correspondent *Fulton* desires a correction to be made in his communication which was given on Saturday. The number of days of the aggregate trips of the Great Western should have been stated at fifty-seven and a half instead of fifty-nine. This will reduce the expenses in the article of coal, and the table for passengers. As the error does not lessen the favorable view which *Fulton* takes of the profits of steam navigation, but does the contrary, it is unnecessary to give anew his estimate.



## WASHINGTON'S LIFE-GUARD.—THE PASSAGE OF THE SCHUYLKILL.

*From the Custis Recollections and Private Memoirs of the Life and Character of Washington.*

The life-guard was a major's command. Gibbs, of Rhode Island, a gallant officer, and celebrated martinet, Major Colfax, a fine young man from New Jersey, and much esteemed in the army, Captains Grymes and Nicholas, of Virginia, brave and valued officers, lieutenant and ensign, with one hundred and eighty picked men, rank and file. The uniform blue, with white facings, white under clothes, and black gaiters.

The horse-guard was detailed from various corps during the contest. In the earlier campaigns, from Baylor's regiment, which was called Lady Washington's Dragoons—uniform white, with blue facings, &c. The life-guard, always attached to the headquarters, was admired as well for its superior appearance as for its high state of discipline, it being considered, in the olden time, a matter of distinction to serve in the guard of the commander-in-chief.

The life-guard was borrowed by favorite officers for several important expeditions. In the affair of Barren Hill, May, '78, the life-guard formed a part of the troops under the Marquis de Lafayette, who recovered of the wound he received in the preceding campaign, in '78 made his debut in arms as a general officer. The position of Barren Hill becoming extremely hazardous, on account of two heavy columns of the enemy that were marching to intercept the communication of the Marquis with the main army at Valley Forge, the young General determined, by a gallant dash between the advancing columns, to reach the ford on the Schuylkill, and thus secure his retreat to the main army. Here let our narration pause, while we pay a well-merited tribute to the memory and services of Allan McLane, to whose untiring vigilance in watching the stealthy approach of the enemy's columns towards Barren Hill, and promptness in attacking them on their route, the Marquis was mainly indebted for success in the celebrated retreat that shed such lustre on his first command.

In Allan McLane, we have the recollection of a partisan who, with genius to conceive, possessed a courage even to chivalry to execute the most daring enterprises; who ever ranked with the foremost in the esteem of the chief, and was considered by the whole army as one of the most intrepid and distinguished officers of the war of the Revolution.

When the retiring Americans reached the ford of the Schuylkill, they hesitated in attempting the passage. Lafayette sprang from his horse, rushed into the water waist deep, calling on his comrades to follow. Animated by the example of their youthful General, the soldiers entered the river, the taller men sustaining the shorter, and after a severe struggle gained the southern or friendly shore, having suffered but inconsiderable loss.

Meanwhile, the enemy were in close pursuit, and the commander-in-chief, fearing for the detachment, which consisted of his choicest troops, including the life-guard, dragged his artillery to the rocky heights that commanded the ford, and opened upon the enemy's advance, checking them so far as to enable the Marquis the better to secure his retreat; and there was one feature in the martial spectacle of the passage of the Schuylkill of rare and imposing interest: it was the admired form of Washington, at times obscured, and then beheld amid the smoke of the cannonade, as, attended by his generals and staff, he would wave his hat to encourage the soldiers in their perilous passage of the stream.

On the morning of the battle of Monmouth, June, '78, a detachment from the life-guard, and one from Morgan's riflemen, led by Morgan's favorite, Captain Gabriel Long, made a brilliant dash at a party of the enemy which they surprised while washing at a brook that ran through an extensive meadow. Seventeen

grenadiers were made prisoners, and borne off in the very face of the British light infantry, who fired upon their daring assailants, and immediately commenced a hot pursuit; yet Long displayed such consummate ability as well as courage, that he brought off his party, prisoners and all, with only the loss of one sergeant wounded.

Morgan was in waiting, at the outpost, to receive the detachment on their return, having listened, with much anxiety, to the heavy fire of the pursuing enemy. Charmed with the success of the enterprise, in the return of troops almost unharmed, and in the prisoners taken, Morgan wrung the favorite captain by the hand, paid his compliments to the officers and men of his own corps, and of the life-guard; and the famed Leader of the Woodsmen indulged himself in a stentorian laugh that made all ring again, at the bespattered condition of the gentlemen, as he was pleased to term the life-guard, and who, in their precipitate retreat, having to pass through certain swamps that abound in the portion of New Jersey, then the seat of war, presented a most soiled appearance for troops who might be termed the martinets of sixty years ago.

It is believed that the late Col. John Nicholas, of Virginia was the last of the life-guard.

MUTINIES.—The alarming increase of mutinies on board of vessels under the American flag, should call the attention of the public to the state of our commercial marine. Almost every vessel in the American merchant service, is manned by a majority of foreign seamen, generally men who have no attachment to our institutions, and frequently persons of reckless habits—the refuse of the European hulks, who have been compelled to fly the service of their own country, and who, when released from the strict discipline of a man of war, are ever ripe for mutiny and bloodshed. We will not at present attempt to investigate the causes which led to the almost total extinction of the race of American seamen,—that the race is nearly extinct is unfortunately too evident,—but we wish merely to call the attention of the public to the extent and growth of an evil which, if suffered to further increase, must bring disgrace upon the country, and render the American flag no longer a protection for life and property. Especially would we call to this subject, the attention of those most directly interested, the merchants and the Marine Insurance companies. They could do much to mitigate the evil, if not to finally eradicate it, by holding out every encouragement in their power for boys and young men to enter their service, and by affording facilities for professional instruction, and paying a strict regard to the moral culture of the persons in their employ, train up a race of seamen to whom they could with safety entrust their property, and whose skill and regard for discipline would be an effectual guarantee for their fidelity and subordination. In our own city, we possess the materials from which could be framed a commercial marine which would reflect the highest honor upon our seamen, and render Baltimore sailors as celebrated throughout the world as are Baltimore shipwrights. There are hundreds of boys, now suffered to run riot, and waste their youth in idleness and mischief, unrestrained by any authority but their own wayward will, who, if placed on board of a vessel, and kept under salutary control, would soon become mariners as hardy, bold, and skilful as the world could produce. We do not suggest that they should be forced to enter the service; let such inducement be held out to them as would cause them to voluntarily adopt it, and when once they had become initiated, the same spirit of adventure and courage which now makes them a pest to society, and brings ultimate disgrace upon themselves, would, by being directed in a proper channel, soon cause them to love their noble profession, and render them

valuable to society and an honor to their country. The enlistment of boys we recommend then to the serious attention of ship-owners, and insurance companies would lessen their risks and materially increase their profits, if they were to hold out an encouragement for the adoption of the plan, by lowering the rates of insurance upon vessels manned by competent seamen; and on board of which there is shown a disposition to teach them their duty and render them satisfied with their employment. Let Baltimore be the first to make a move in this national undertaking; our vessels are the finest in the world, their commanders are unrivalled in skill and experience, and if the merchants exert that patriotic feeling they have evidenced on other occasions, we will have a race of seamen who will convey the American flag with honor around the globe.—*Baltimore Sun*.

**INTERESTING LAW CASE.**—The Athens (Tennessee) Journal has the following notice of an interesting case which was recently decided at that place by Judge Keith:

A Cherokee Indian, confined by Gen. Scott for improper conduct, was brought before the Judge on a writ of habeas corpus, with a view of procuring his discharge. The case was argued at full length, and with considerable ability—on the part of the prisoner, by Judge Roane, of North Carolina, and J. F. Gillespy, Esq., of Madisonville, Ten., in defence of the application by General Scott, who appeared in person, and made his own defence, assisted, however, by Major Jarnagin, who was employed, we suppose, by the Cherokee authorities, to attend to any general question which might arise in the course of the investigation, involving the general interests of the Cherokees on the subject of emigration.

For the prisoner it was contended, first: That he was a citizen of North Carolina, because his ancestor had previously taken a reservation in that State under the treaties of 1817 and 1819; and lastly, that he had been permitted by General Smith, Superintendent of Emigration, with the approbation of the Commissioner of Indian affairs, to remain in the country. On the other side it was contended that the prisoner was not a citizen and that the permission to remain was void, being in violation of the treaty of 1835-6, and not given by the authority of the President of the United States. General Scott, moreover, claimed a right, and did, in form, in the body of his return to the writ of habeas corpus, revoke the permission given to the prisoner to remain in the country.

Judge Keith determined, in substance, that the prisoner was no citizen—that by the terms of the treaty of 1835-6, the Cherokees were bound to leave the country ceded, and the time agreed upon in which they bound themselves to remove having expired, the Government of the United States not only had authority, but were bound to remove the Indians from the ceded territory, and that the judicial officers of the States possessed no authority to discharge from the custody of the officer charged with the removal of the Indians, the body of any prisoner legally taken in the execution of his order or in discharge of his official functions; and that the permission to the prisoner to remain, if given, was void, no matter by whom granted, as no power existed in any officer of the Government to grant a permission to any individual in violation of the terms of the treaty.

*From the New York Journal of Commerce.*

**REDFIELD'S THEORY OF STORMS.**—We consider the theory of our fellow citizen, William C. Redfield, Esq., relative to storms, as fully established. The discovery is one of great importance, and, on the other side of the water, appears to be duly appreciated. At a late meeting of the British Association, at Newcastle, says the London Literary Gazette:

Lient. Col. Reid read a short paper sustaining the opinions of Mr. Redfield, relative to storms.

Professor Bache stated that Mr. Redfield's opinions had been controverted by Mr. Espy, of Philadelphia, who held that storms were created by winds blowing into a centre made by condensation of atmosphere; and he (Mr. Bache) had himself surveyed the course of a land tornado, in which all trees, buildings, &c., had fallen inwards, as if this was the true exposition of the phenomenon. From the centre he presumed that the air rushed upward, and thus the tempest continued.

Professor Stevelly explained his views, and compared the motion of the aerial phenomenon to that of water running out of a tub, in the bottom of which a small hole was made.

Sir J. Herschel spoke highly in commendation of Col. Reid's paper, and of the important consequences to which the further investigation of the subject, and the accumulation of data must lead. He illustrated it by an amusing allusion to Franklin, who, when contemptuously asked by the sailor, "What has any landsman ever done in inquiries of this kind?" replied, "Why, they have done one thing: for landsmen invented navigation." A knowledge of the present subject will teach seamen how to steer their vessels and save thousands of lives. The spots on the sun were attributed by Sir John to the passing of hurricanes over the disc of that luminary:

**A HOLY PACK OF CARDS.**—One Richard Middleton, a soldier, attending divine service with the rest of the regiment, in church in Glasgow, instead of pulling out a bible to find the parson's text, he spread a pack of cards before him. This behavior was observed by the clergyman and sergeant of the company to which he belonged. The latter ordered him to put up the cards, and on his refusal, conducted him, after service, before the mayor, and preferred a formal complaint of Richard's indecent behavior. Well, soldier, said the mayor, what excuse have you to offer? If you can make an apology, it is well; if not, you shall be severely punished. Since your honor is so good, replied Richard, as to permit me to speak for myself, an't please your worship, I have been eight days on the march with the bare allowance of sixpence per day, and consequently could not have a bible or any other good book. On saying this, Richard drew out his pack of cards, and presenting one of the aces, to the mayor, continued his address to the magistrate as follows:—When I see an ace, may it please your honor, it reminds me that there is only one God; and when I look upon a two or three, the former puts me in mind of the Father and Son, and the latter of the Father, Son, and Holy Ghost; a four, of the four Evangelists, Matthew, Mark, Luke, and John; a five, the five virgins who were ordered to trim their lamps, (there were ten, indeed,) but five, your worship may remember, were wise and five were foolish; a six, that in six days God created heaven and earth; a seven, that on the seventh day he rested from all that he had made; an eight of the eight righteous persons who were saved from the deluge, viz: Noah and his wife and three sons, and their wives; a nine of the lepers cleansed by our Saviour, (there were ten, but only one offered his tribute of thanks;) and a ten, of the ten commandments.

Richard then took the knave, placed it beside him and passed on to the queen, on which he observed as follows; this queen reminds me of the queen of Sheba, who came from the uttermost parts of the earth to hear the wisdom of Solomon, as her companion, the king, does of the great King of Heaven, and of king George the Second.

Well, returned the mayor, you have given me a good description of all the cards except the knave. If your honor will not be angry with me, returned



Richard, I can give you the same satisfaction on that as on any in the pack. No, said the mayor. Well, returned the soldier, the greatest knave I know is the sergeant who brought me before you. I don't know, replied the mayor, whether he be the greatest knave or not, but I am sure he is the greatest fool. The soldier then continued as follows: When I count the number of dots in a pack of cards there are 365—so many days are there in a year. The cards in a pack are 52—so many weeks are there in a year; when I reckon how many tricks there are in a pack, I find there are 12—so many months are in a year. So that a pack of cards is both bible and almanac and prayer book to me. The mayor called his servants, ordered them to entertain the soldier well, gave him a piece of money, and said he was the cleverest fellow he ever heard of in all his life.

*From the Boston Mercantile Journal.*

#### OLD NAMES—No. II.

MR. SLEEPER: In a former communication I alluded to the many inappropriate and often uncouth and vulgar names which have been given to the rising towns and villages in our country, and the manner in which such names have often supplanted the more beautiful, sonorous, and appropriate ones given to places by our aboriginal progenitors. In that communication I expressed an intention to pursue the subject farther, and give your readers the old Indian names of many places which are now known by others of a more modern manufacture.

Before I do this, however, let me mention that there are yet very many places in our country which have always retained their original names; and it is not now very probable that they ever will be changed. And how beautifully euphonous are most of them! There are, to be sure, some, which are not very pleasing in their sound, and others, which, to use a common expression, are very "jawbreakers;" but in what language is to be found more pleasing and musical names, than Cascadilla, Tuscaloosa, Susquehanna, Tonawanda, Canistota, Tuscarora, Oneida, Ontario, Missouri, Saluda, Miami, Towanda, Iowa, Ohio, Toronto, Ottawa, Pedee, Santee, Congaree, Ennoree, Combahee, Tennessee, Ossipee, and others. Even those names containing gutturals, are many of them very euphonous—Onondaga, Owanungah, Niagara, Saratoga, Ticonderago, Cayuga, Chenango, Oswego, Tioga, and others.

The muse of Mrs. Sigourney has, in the following stanzas, very beautifully alluded to some of these old Indian names, and the now almost certain prospect of their being always retained.

#### INDIAN NAMES.

"How can the red man be forgotten, while so many of our States and territories, rivers and lakes, are designated by their names.

Ye say they all have passed away,  
That noble race and brave,  
That their light canoes have vanished  
From off the crested wave,  
That 'mid the forests where they roamed  
There rings no hunter's shout;  
But their name is on your waters,  
Ye may not wash it out.

'Tis where Ontario's billow  
Like ocean's surge is curled,  
Where strong Niagara's thunders wake  
The echo of the world,  
Where red Missouri bringeth  
Rich tribute from the west,  
And Rappahannock sweetly sleeps  
On green Virginia's breast.

Ye say their cone-like cabins  
That clustered o'er the vale,  
Have disappeared as withered leaves  
Before the autumn gale;  
But their memory liveth on your hills,  
Their baptism on your shore,

Your everlasting rivers speak  
Their dialect of yore.

Old Massachusetts wears it  
Within her lordly crown,  
And broad Ohio bears it  
Amid his young renown.  
Connecticut hath wreathed it  
Where her quiet foliage waves,  
And bold Kentucky breathes it hoarse,  
Through all her ancient caves.

Wachusett hides its lingering voice.  
Within his rocky heart,  
And Alleghany graves its tone  
Throughout his lofty chart;  
Monadnock on his forehead hoar  
Doth seal the sacred trust,  
Your mountains build their monument,  
Though ye give the winds their dust.

Ye deem those red browed brethren  
The insects of an hour,  
Forgotten and despised, amid  
The regions of their power:  
Ye drive them from their fathers' lands,  
Ye break of faith the seal,  
But can ye from the Court of Heaven  
Exclude their last appeal?

Ye see their unresisting tribes,  
With toil-worn steps and slow,  
Onward through trackless deserts pass,  
A caravan of woe;  
Think ye the Eternal's ear is deaf?  
His sleepless vision dim?  
Think ye the *soul's blood* may not cry  
From that far land to Him?

In another communication I will give your readers the aboriginal names of the places to which I have alluded.

J. W. I.

—  
The following stanzas by Mrs. Sigourney, are a suitable accompaniment to those from her pen, which we published Thursday, in the communication of J. W. I.

#### OUR ABORIGINES.

I heard the forests as they cried  
Unto the valley's green,  
"Where is the red browed hunter race,  
Who loved our leafy screen?  
Who humbled 'mid these dewy glades  
The red deer's antlered crown,  
Or, soaring at his highest noon,  
Struck the strong eagle down."

Then in the zephyr's voice replied  
Those vales so meekly blest,  
"They reared their dwellings on our side,  
Their corn upon our breast;  
A blight came down, a blast swept by,  
The cane-roofed cabins fell,  
And where that exiled people fled,  
It is not ours to tell."

Niagara, of the mountains gray,  
Demanded from his throne,  
And old Ontario's billowy lake  
Prolonged the thunder tone!  
"The chieftains at our side who stood  
Upon our christening day,  
Who gave the glorious names we bear,  
Our sponsors, where are they?"

And then the fair Ohio charged  
Her many sisters dear,  
"Show me once more those stately forms  
Within my mirror clear;"  
But they replied, "tall barks of pride  
Do cleave our water's blue,  
And strong keels ride our farthest tide,  
But where's *their* light canoe?"

The farmer drove his plough-share deep—  
"Whose bones are these?" said he,  
"I find them where my browsing sheep  
Roam o'er the upland lea."

But starting sudden to his path,  
A phantom seemed to glide,  
A plume of feathers on his head,  
A quiver at his side.

He pointed to the rifled grave,  
Then raised his hand on high,  
And with hollow groan invoked  
The vengeance of the sky.

O'er the broad realm so long his own  
Gazed with despairing ray,  
Then on the mist that slowly curled,  
Fled mournfully away.

From the Boston Mercantile Journal.

#### OLD NAMES—No. III.

MR. SLEEPER: I have already alluded to the beautifully appropriate name of HORICON, "the lake of the silver waters," which the French superseded by the name of the *St. Sacrament* and the English again by that of *Lake George*. The name *St. Sacrament* was not altogether inappropriate; and its beautifully clear and pure chrystal waters were very suitable for use in the administration of the Baptismal Sacrament, and might easily be considered as emblematical of that moral purity which should characterize those who were then and there initiated into the Christian Church. But as this name has long been obsolete, and the older and original name is yet accessible, I am glad that the good sense of the community has at length restored it. May the good work go on, till all the old and beautiful and appropriate names of the aborigines are restored to their rightful places.

In the vicinity of Newport, is a celebrated hill, now called Tammany Hill, a name which devotion to *St. Tammany* has probably corrupted from *Tomony* or *Tonomy*, an abbreviation of *MIAN TONOMY*, or *WONNUME TONOMY*, one of the sachems of whom Gen. Coddington purchased Rhode Island, then called Aquadneck. The restoration of the aboriginal name will here be very easy; and I hope that those who are interested in the subject at Newport and Providence, will see to it that it is done.

I find the original names of the Sachems who resided on this hill, variously spelled by different authors. Roger Williams says *Meantinomy* and *Miantunnomu*; Stoughton spelled it *Miantonimo*; Winthrop *Miantonomoh* and *Miantunnomoh*; Hubbard *Miantomo*, *Miantonymeh*, and *Myantonemo*. He also calls him *Mecumel*, *Mecumeh*, and *Mexanimo*. Other writers, *Miantonomy*, *Miantomy* and *Miantinemo*. The other sachem I sometimes find spelled *Wenname-tonomey*.

The name of *LAKE SUPERIOR* is a translation of one of the old Indian names, and is very appropriate, it being of all others, the *Superior*. One of its old Indian names was *Missisawgaiegon*, which signifies "great lake;" another, Lake of the *Nadoussians*, which signifies "upper lake." Joutel called it *Lake of Tracy*, and the French generally *Conde* or *Tracy*. Schoolcraft says the Indian name is *Igomi*, *Chigomi*, or *Gitchigomi*, as the term is more or less abbreviated.

Lakes Huron, Michigan, Erie, and Ontario, retain in part their Indian names, though not, perhaps, those which were most appropriate to them. *LAKE HURON* is said by Coxe to have been called Lake of *Karegnondi* or *Hurons*, and Hennepin also gives the name of *Karegnondy*. Colden gives its name *Quatoghie*. But the name *HURON* is probably most appropriate, from the tribes of Hurons who inhabited its borders.

*LAKE MICHIGAN* was called by the Miamis, according to Hennepin, *Mischigonong*, that is, "the great lake," but this name was more applicable to Lake Superior, than this lake. Hennepin also says "it is called *Illinois*, which signifies in the native language lake of men." The word *Illinois* signifies "a man full of age, in the vigor of his years." La Hontan and Joutel also call it *Illinois*, and Coxe, *Lake of Illinouxks*. The tribes of Illinois Indians in-

habited its borders; and probably the lake would more properly have been called by their name.

*GREEN BAY*, is said by Hennepin to have been called the *Bay of Puans*, which means "stinking," and Schoolcraft speaks of it as the *Bay of Noquets*. The Six Nations called it *Enitajiche*.

*LAKE ST. CLAIR* was so named by Father Hennepin, who says the Iroquois call it *Olsi Keta*.

*LAKE ERIE* was called by Tonti, "*Lake Herri* or *of Conti*;" by La Hontan, *Errie*; by Joutel, *Eria*; by others, *Errie*, *Herrie*, or *Conti*; John Mitchell's old map has it "*Lake Erie* or *Okswego*;" Sanson's Atlas, "*Lac Erie ou Chat*;" and Hennepin says "the Iroquois made frequent excursions beyond Virginia and New Sweden, near a great lake, from whence they brought a great many slaves, which gave occasion to the Hurons to call that lake *Erige*, or *Erike*, that is to say, the Lake of the Cat. The inhabitants of Canada have softened that word, and call it *Erie*." In another place, he says, "the Iroquois give to this lake the name of *Erie Tejocharonliong*, or of the Cat."

Hennepin calls the nation on its borders *Eriekronois*. Clinton calls them *Eries* or *Erigas*. They were totally destroyed by the Iroquois about A. D. 1653—1656.

*LAKE ONTARIO* was called by the early French writers, *Frontenac*, from their Governor General of Canada, and *Cataroqui*, and also *St. Louis*. La Hontan, Joutel, and I. Long, call it by the first of these names; Mitchell's old map, "*Ontario* or *Catarakui*;" Colden, *Cadaroockui*; Sanson's Atlas, "*Lac Ontario ou St. Louys*;" Coxe, *Ontarius*; Creuxio, "*Lacus Ontarius seu S. Ludouici*." Hennepin says "it is called in the Iroquois language *Skanadario*, that is to say, "a very pretty lake." J. W. I.

THE BEST KIND OF IGNORANCE.—It was remarked by a British officer, after the battle of Lundy's Lane, near Fort Erie, that he had visited all Europe under the banner of Napoleon, and had been engaged in the severest battles the world had ever known, but that the American soldiers were the first he had ever seen who DID NOT KNOW WHEN THEY WERE WHIPPED, and that they would even keep fighting till they tired out their foes and gained the victory.

#### SELECTED POETRY.

From the New York American.

##### THE RED ROSE; OR PRIDE REPROVED.

BY LIEUT. G. W. PATTEN, U. S. A.

A red rose hung upon a tree,—  
A rose 'twas passing fair to see;  
Half shrinking from the morning ray,  
With blushes soft as dying day.  
A maid who trod the early dew,  
Espied that rose of sun-set hue,  
And raptur'd with its beauty rare,  
Purloin'd it for her shining hair.  
"Sweet flower!" exclaim'd the girl, "to-night  
I'll twine thee 'mid my ringlets bright,  
And not a brow whose cinctures shine  
With gems of cost, but bends to mine."

But when at length pale evening came,  
To veil with shadows sunset's flame,  
And spread its pall of sable hue,  
—That rose with day had faded too.  
Too late the maid bewail'd the hour,  
For sake of self she pluck'd the flower;  
While to the spot her fancy clung,  
Where breathing sweet at morn it hung.  
With alter'd look and tone of grief,  
She murmur'd o'er the drooping leaf:  
"I thought with thee, oh! rose of day,  
To rule the night with haughty sway,  
Where, mistress of the crowded room,  
'Twas mine to smile—and thine to bloom;  
But ah!—a lesson meet for pride—  
I have but wept—and thou hast died."



## WASHINGTON CITY;

THURSDAY, ..... OCTOBER 11, 1838.

The New Orleans Courier, in speaking of Pensacola and other ports on the Gulf of Mexico, says that in the winter of 1814-15, four British ships of the line, under Admiral Cochrane, found safe anchorage during ten weeks, between Ship and Cat islands, near the entrance of Lake Borgne, not far from the mouths of several rivers, and from whence New Orleans can be reached in a few hours. The Courier argues that because this position has not been selected for a naval station, our Government is ignorant of its existence, and that it has manifested apathy for the last thirty years towards the naval establishments on the Gulf.

If the position alluded to possesses such decided advantages, it is very improbable that it would have been overlooked by Commodore PATTERSON, who commanded the New Orleans station for many years—by Commodore JONES, who served on that coast during the war with Great Britain, and fought a desperate action in the very neighborhood—or by the Commissioners, who were sent out several years ago to select the most suitable site on the Gulf for a naval station and depot. The Commissioners, it is believed, unanimously recommended Pensacola, as combining, in the greatest degree, all the advantages of depth of water, facility of access, capability for defence, abundance of supplies, and salubrity. Depth of water alone is not a sufficient recommendation, although a very important one, in deciding upon the comparative advantages of two or more positions.

The Courier is in error in asserting that the harbor of Pensacola cannot be relied on for much larger vessels than sloops of war. The Brandywine, a first-rate frigate, under Captain [now Commodore] BALLARD, entered the harbor in the year 1830; and Captain BALLARD reported that he "did not find the least difficulty in going into, or coming out of, the important and beautiful harbor of Pensacola." The removal of a sand bar would give access to ships of the line; and inside, the harbor is large and safe enough to accommodate our whole navy at anchor.

One of our subscribers, to show his good will to our establishment, has paid his subscription in advance for *twenty-five years!* Are there many others, who will do likewise? A few thousand, or hundred, such would materially lighten the pathway that has its full share of thorns with the few roses that lie scattered along it.

THE SECRETARY OF THE NAVY left Washington on Sunday last, on a short visit to New York.

THE COMMISSIONERS OF THE NAVY, accompanied by their Secretary, left the city on Monday morning, on their annual tour of inspection of the Northern navy yards.

Our agents in New York, Philadelphia, and St. Louis, and the Postmaster at West Point, have been supplied with copies of the Army Register on sale.

MOVEMENTS OF TROOPS.—Companies A, D, I and K, of the 4th regiment of artillery, under command of Lieut. Col. Fanning, left New York on Friday last in the steam packet New York, for Florida. The officers who accompanied this detachment are, First Lieuts. E. C. Ross, F. E. Hunt, J. H. Miller, Adj't., A. E. Shiras, and W. G. Freeman; Second Lieuts. T. L. Brent, T. Williams, and T. L. Ringgold.

The other six companies of the 4th artillery (B, C, E, F, G and H,) left New York on Friday, at 12 o'clock, in the ship Westchester, for Savannah, under the command of captain J. Munroe. Officers: Captains P. H. Galt and H. Brown; First Lieuts. J. B. Scott, D. H. Tufts, A. Q. M. and A. C. S., J. P. J. O'Brien, J. W. Phelps and G. C. Thomas; Second Lieuts. E. Bradford, J. H. Bates, J. C. Pemberton, C. F. Wooster and J. R. Soley. Assistant Surgeons, G. F. Turner and C. Noyes.

The following officers of infantry accompanied these detachments on their way to join their regiments now in Florida: Second Lieuts. W. E. Prince and F. Coxe, of the 1st, T. Van Lieu and A. J. Field, of the 6th.

Company K, 2d artillery, left New York on Thursday evening for Buffalo, under Lieuts. J. F. Roland and M. L. Shackelford.

Second Lieuts. G. C. Westcott, A. T. Hoffman and E. W. Hardenbergh, of the 2d infantry, remain at Fort Columbus, to join the detachments of that regiment on its way to Florida.

Second Lieuts. A. S. Taylor, 5th infantry, assigned to Company K, at Fort Howard; N. B. Rossell, to Company H, at Fort Winnebago; and J. A. Whitall and G. Deas, to report to the Colonel at Fort Crawford.

The promotions consequent upon the death of Colonel WILLIAM LINDSAY, of the 2d artillery, have been made, viz:

Lieut. Col. JAMES BANKHEAD, of the 4th artillery, and Colonel by brevet, to be Colonel of the 2d artillery.

Major A. C. W. FANNING, of the 4th artillery, and Lieut. Colonel by brevet, to be Lieut. Colonel of the 4th artillery.

Captain F. S. BELTON, of the 2d artillery, to be Major of the 4th Artillery.

First Lieut. MICHAEL M. CLARK to be Captain of the 2d artillery.

MOUTHS OF THE MISSISSIPPI.—The surveys which have been for some time past in progress, under the charge of Captain A. TALCOTT, (formerly of the Engineer Corps,) are now nearly or quite completed, and a report thereon will soon be made to the Board of Engineers.

Upon the receipt and consideration of this report, it will be determined by the Board whether either of the plans that have been proposed to deepen the waters of the Mississippi near its mouths shall be adopted; or whether an entirely new and different plan shall be pursued.

**MISSISSIPPI AND RED RIVERS.**—With the view to shorten the navigation of the Mississippi, a channel was cut in the year 1831 across one of the great bends, just above the mouth of Red river, by which a distance of thirty miles has been saved. This is now known as "Shreve's cut off." It has very recently been ascertained that in the short period of five days, bars were formed at the mouth of Red river, and at both entrances of the bend, leaving only three feet on the one, and three and a half feet on the other.

An interruption to the navigation at this important season, when the inhabitants of that section of country, bordering on the Red river, are collecting their supplies of provisions, bagging, rope, &c., from below, and gathering their crops of cotton, would prove highly injurious to the mercantile as well as planting interests. Upon the representation of these facts to the War Department, by the Chamber of Commerce of New Orleans, authority was given to employ the dredge boat at the Balize to remove these bars as soon as practicable. The application was received on the 4th inst., and orders were transmitted the same day by the Engineer Department, to Captain Shreve, the superintendent of the improvements of the Mississippi, to repair to the spot and give the necessary instructions; also to Captain Hale to proceed at once with the dredge boat under his command, and commence operations. The promptitude of the War and Engineer Departments in complying with the request of the Chamber of Commerce evinces a regard for the interests of navigation, and is deserving of the highest commendation.

**IMPROVED FURNACE FOR SMELTING LEAD ORE.**—Lead is so important an ingredient in warlike operations, independent of its utility for ordinary purposes, that whatever may tend to facilitate its manufacture and reduce its price, is a matter of general interest. A furnace, upon a plan imported from Switzerland, and different from those used in this country, has been erected at the Lead mines in Illinois, and having been found not only to produce a greater yield from the ore, but the expense of smelting being much less, we have thought that a notice of it would be interesting to some of our readers. We have been favored with the following extract of a letter from a gentleman in Galena to a friend in this city.

"In one of yours you enclosed copy of drawing of a furnace furnished by John Hitz, Jr., of the School of Mines of Freiburg, Switzerland, and you expressed a wish to have one tried. I have, not long since, built one on the same plan, but much larger. I have put it in operation, and it has given a result beyond my expectation. Though the furnace is by one half smaller than my cupolas, yet it makes more lead, and it admits of as much mineral to the charge. The cost of this is \$800, including the building. I give the work of six days, with the expense thereon:

9 cords of wood at \$3,	\$27 00
4 hands, six days,	36 00
Boarding hands, six days,	18 00—\$81 00

32,500lbs. mineral produced 387 pigs of lead, weighing 27,090lbs., which makes upwards of 80 per cent.;\* a better result than was known with our best furnaces. I am of opinion that this furnace can be improved to do one-third more work with the same expense, and I will try it very soon."

\* By the old plan, the yield was from 50 to 65 per cent. Galena ore contains 85-100ths of lead. The above statement shows that the expense of smelting was less than three mills per pound.

*Correspondence of the Army and Navy Chronicle.*

"FORT JESUP, La., Sept. 7, 1838.

"Companies B and E, 3d Infantry, under command of Captain A. Lewis, arrived here on the 1st inst., from the Sabine lake. Officers—Captain A. Lewis, Lieuts. A. G. Blanchard and J. H. Eaton, and Dr. Birdsall.

"Companies B and H, 3d Infantry, under command of Captain O. Wheeler, left this place on the 3d inst., for Fort Smith, Arkansas. Officers—Capt. O. Wheeler, Capt. E. B. Alexander, A. Q. M., and Lieut. W. S. Henry. Dr. Birdsall goes as far as White river, and then on furlough."

**THE AMERICAN ALMANAC**, and Repository of Useful Knowledge, for the year 1839: Vol. X. Boston, Charles Bowen.—This valuable work is truly what its title imports—a repository of *useful* knowledge. It was commenced in 1830, as an untried experiment, and the first edition soon exhausted. It has since become, particularly in its astronomical department, a standard work, and is a credit to American enterprise and the progress of science among us. Much labor and patient research must have been requisite to collect so large a quantity of information, and compress it into so small a space.

We notice some few inaccuracies in the military and naval departments, originating probably in the sources relied upon, or in the old dates of works used for the occasion.

The information embodied respecting the militia of the several States is useful, and we make free to transfer it to our columns.

#### MAINE.

The militia comprises 8 divisions, each of which is under the command of a Major General. The Major Generals are as follows:

I. Hodson, of Bangor.	E. D. Bray, of Kingfield.
J. S. Jewell, of Scarborough	G. White, of Augusta.
A. Bolster, of Rumford.	B. Burgess, of Lisbon.
E. Foster, of Eastport.	J. McIntire, of York.

Military duty is required of able-bodied white men from the age of 18 to 35; and those between 35 and 45 are required to be constantly equipped, to send their equipments to the place of annual inspection, and to attend the election of company officers. Officers of government and ministers of the gospel are exempted, and persons who have held commissions in the militia less than five years, and have not been superseded, are exempted by paying two dollars annually.

Military duty is to be performed on three days: 1st, the annual inspection on the 1st Tuesday in May; 2d, one day for company discipline; 3d, one day for review and inspection by regiment.

The equipments required of the infantry consist of a good musket, cartridge-box, bayonet, scabbard,



priming-wire, brush, and spare flints; of the cavalry, sword, pistols, &c.; of the artillery, sword; of the riflemen, rifle, powder-horn, pouch, &c.

The fine for non-appearance at each company training is \$4; at the regimental review, \$5.

#### NEW HAMPSHIRE.

The militia of this State comprises three divisions and six brigades. The divisions are commanded by the following Major Generals:

- 1st Div. Benjamin E. Lock, of Epsom.
- 2d Div. Timothy Dow, of Barnstead.
- 3d Div. James Wilson, Jr., of Keene.

All free able-bodied white male citizens, from the age of 18 to 40, are liable to do military duty, and those from 40 to 45 are required to keep themselves equipped: except various United States and State judicial and civil officers, ministers of the gospel, officers and students of colleges, preceptors of academies, all who have held a military commission for the term of four years, Quakers and Shakers, drivers of mail-stages, ferrymen, &c.

Each company of the militia is required to meet annually on the first Tuesday in May, for inspection; also once in each year by order of the commanding officer; and each regiment is required to be called out annually between the 1st of September, and the 15th of October.

Each non-commissioned officer and soldier is required to be equipped with a good firelock, bayonet, scabbard and belt, cartridge-box, knapsack, and canteen. The fine for non-appearance at a company training is \$2; at a regimental muster, \$3.

#### VERMONT.

The militia of this State comprises 4 divisions, each commanded by a Major General. It consists of all the able-bodied white males, with few exceptions, from the age of 18 to 45. Each soldier is required to keep himself constantly provided with such arms and equipments as are necessary for actual service, and by so doing he is exempt from a poll tax. The militia is about to undergo a new organization.

#### MASSACHUSETTS.

The militia of this State comprises 7 divisions, each commanded by a Major General, and 16 brigades, each under the command of a Brigadier General.

Div.	Brig's.	Major Generals.
1st.	3—Suffolk and Norfolk,	E. W. Bradley.
2d.	2—Essex,	B. Stickney.
3d.	2—Middlesex,	S. Chandler.
4th	2—{ Hampshire, Hamp- } { den, and Franklin, }	W. H. Moseley.
5th	3—{ Bristol Plymouth, }	J. D. Thompson.
6th	2—Worcester,	A. W. Gibbs.
7th	2—Berkshire,	L. Ludd.

Every able-bodied white citizen, resident within the commonwealth, who is of the age of 18 years and under the age of 45, excepting persons exempted, is enrolled in the militia.

Persons exempted from military duty, consist of officers in the Government of the United States, including postmasters, postriders, drivers of mail coaches, custom-house clerks, &c.; certain State officers, as judges, registers of probate, sheriffs; persons who have held military commissions, ministers of the gospel, Quakers, Shakers, enginemen, &c.

Every company is paraded by the commanding officer on the first Tuesday in May, annually, at 1 o'clock, P. M., for the purpose of inspecting arms and equipments. Each commanding officer of a company is required to parade his company, by his own order, one day in each year, for discipline and instruction. There are also an inspection and review in each year, under the direction of the commanding officer of each division, in such bodies and corps, and at such times, as the commanding officer may think expedient; provided that no regiment or battalion be divided.

The equipments with which each soldier is to be furnished, consist of a good musket, bayonet, belt,

two spare flints, knapsack, cartridge-box, 24 cartridges:—or with a good rifle, knapsack, shot-pouch, powder-horn, 20 balls, and 1-4 lb. of powder.

The fine of a non-commissioned officer or private soldier, for non-appearance at the inspection on the first Tuesday in May, is \$4; at any company training, \$3; at the inspection and review, \$5.

#### RHODE ISLAND.

The militia of this State comprises one division and 4 regiments—James G. Anthony, Major Gen.

Military duty is required of able-bodied white men from the age of 18 to 45, excepting various State and United States judicial and civil officers, clergymen, physicians, officers and students of Brown University, firemen, drivers of mail-stages, &c.

The militia are called out twice annually, on the first Monday in April by companies, and in the month of September by regiments or battalions.

Soldiers are required to be equipped with a good musket or firelock, bayonet, belt, cartridge box, and knapsack; or with a rifle, shot-pouch, powder-horn, &c.

The fine of a non-commissioned officer or soldier for non-appearance at a company training is \$2; at a regimental muster, \$5.

#### CONNECTICUT.

The militia of this State comprises three divisions, commanded by the following Major Generals:

- 1st Division, James L. Pratt, of Hartford.
- 2d Division, Sands Adams, of Stamford.
- 3d Division, Waterman C. Clark.

All able bodied white citizens from the age of 18 to 45 (of those from 35 to 45 but little is required) are subject to perform militia duty, except various judicial and civil officers of the State and United States, men who have held military commissions for a term of years, and have been honorably discharged, licensed Physicians and Surgeons, ministers of the gospel, presidents, professors, tutors, and students of colleges.

Military duty is required to be performed three times in a year. Every soldier is required to be equipped in the manner prescribed by the act of Congress: and the fine for non-appearance is \$4.

#### NEW YORK.

The militia of this State comprises 3 divisions of cavalry, 4 of artillery, 3 of riflemen, and 32 of infantry, as follows:

Cavalry.		Infantry.	
Div.	Major Generals.	Div.	Major Generals.
1st—	S. Van Rensselaer.	11th—	St. J. B. L. Skinner.
2d—	B. Arnold.	12th—	Abner Baker.
3d—	Peter Himrod.	13th—	Samuel Comstock.
Artillery.		14th—	J. M. Schermerhorn.
1st—	C. W. Sanford.	15th—	Samuel Stewart.
2d—	A. C. Whitlock.	16th—	Walter Holt.
3d—	Jacob Richman.	17th—	J. S. Spencer.
4th—	Edward Cole.	18th—	O. Hutchinson.
Riflemen.		19th—	S. G. Hathaway.
1st—	A. T. Dunham.	20th—	D. D. Minier.
2d—	V. G. Barnes.	21st—	J. D. Mott.
3d—	Samuel Budd.	22d—	J. A. Granger.
Infantry.		23d—	Abner Hubbard.
1st—	H. F. Jones.	24th—	James Wisner.
2d—	B. M. Van Buren.	25th—	Thomas Dole.
3d—	J. I. Jones.	26th—	J. McGlashan.
4th—	Aaron Ward.	27th—	P. Stanton.
5th—	G. O. Fowler.	28th—	G. H. Stryker.
6th—	C. E. Wynkoop.	29th—	J. Crawford.
7th—	John Brush.	30th—	Otto F. Marshall.
8th—	J. C. Johnston.	31st—	Geo. S. Doughty.
9th—	S. Van Rensselaer, Jr.	32d—	John Lloyd.
10th—	Orville Clark.		

All able-bodied free white male citizens between the ages of 18 and 45 years, are subject to military duty, except various United States and State judicial and civil officers, ministers of the gospel, teachers and students in colleges and academies, and teachers of common schools, firemen, &c.

The militia are required to be paraded annually by companies on the first Monday of September, and by regiments or separate battalions between the 1st of September and the 15th of October.

The fine for non-appearance of every non-commissioned officer and private, at a company parade, is \$2; at a regimental or battalion parade, \$2 to \$5.

#### ARRIVALS AT WASHINGTON.

Oct. 4—Major S. Churchill, 3d arty.,	Fuller's.
Paymaster C. Mapes,	Gorman's.
Capt. A. R. Hetzel, A. Q. M.	Fuller's.
5—Lieut. J. F. Lee, Ordnance,	Brown's.
Surgeon S. G. I. De Camp,	Fuller's.
6—Capt. D. D. Tompkins, A. Q. M.,	Gadsby's.
Surgeon C. S. Tripler,	Dr. Lawson's.
8—Capt. E. K. Baranum, 2d Infy.,	Fuller's.
Gen. J. R. Fenwick,	Mrs. Ulrick's.

#### LETTERS ADVERTISED.

NORFOLK, Oct. 1, 1833.

NAVY—Commo. J. D. Elliott, Capt. Wilkes, Lieuts. J. M. Berrien, A. K. Long, C. Price, Purser R. R. Waldron, 2, Chaplain T. J. Harrison, Mid. N. Barnes, Jr., W. M. Green.

MARINE CORPS—Capt. W. Dulany, 2.

#### PASSENGERS.

CHICAGO, Sept. 20, per steamboat DeWitt Clinton, from Buffalo, Lieuts. H. Stansbury, C. N. Hagner, and J. D. Webster, U. S. Top. Eng'rs.

CHARLERTON, Oct. 1, per steampacket Georgia, from Baltimore, Lieut. D. N. Ingraham, of the navy. Oct. 3, per brig Catharine, from Havana, Lieut. J. Noble, of the navy.

NEW YORK, Oct. 5, per ship Alabamian, for Mobile, Lieut. W. E. Hunt, of the navy.

#### COMMUNICATION.

##### THE WEST INDIA STATION.

It is a matter of great consequence at this crisis, involving as it does great national interests, and embracing in its command some of the most delicate questions of international law, that the officer who is to represent our Government in this quarter should be selected by his talents and experience to fill so important a post. Perhaps it may be said that on his high responsibility may rest even the event of war or peace, and that in the peculiar duties which devolve upon him, serious difficulties may arise, requiring a nice discrimination of neutral rights, with a familiar knowledge of the settled principles of blockade. Under these circumstances would it not be at least prudent to depart on this occasion from the usual routine of the service, and appoint some officer whose fame is known abroad, and whose name shall be a guarantee to the country for an able execution of this trust? These suggestions are thrown out with a perfect ignorance of who, it is proposed to designate as the successor of the present talented and efficient commander in the Gulf of Mexico. As it is, the diplomatic relations which this important station will soon be bound to maintain, cannot be managed with success without something better than a mere acquaintance with the ordinary employment of a squadron. The large reinforcement which by this time has joined the French blockading force on the coast of our republican neighbor, should open our eyes on this subject. That reinforcement, with a royal prince among its appointments, has other and ulterior objects than the flimsy pretext of a more rigid watchfulness along a maritime frontier of two or three ports. It will be well if we are not soon called on, as a nation, to ratify the patriotic declaration of President Monroe, that we look with jealous distrust on any attempt of an European power to transplant her principles or authority to this continent.

K.

#### DOMESTIC INTELLIGENCE.

##### FLORIDA.

*Extract from a letter, dated*

FORT HEILEMAN, E. F. Sept. 18, 1833.

SIR: An occasion offering by the steamboat Cincinnati, I take advantage of it to give you an idea of the present state of affairs in this part of the territory. Lieut. Col. Harney has been relieved from command, by the return of Col. Twiggs, after a short leave of absence. A widely-extended district is under the Colonel's supervision, over which the troops are thinly scattered. The ten companies of Dragoons occupy no less than as many different stations, viz: Fort White, Fort Walker, Newnansville, Fort Peyton, Fort Heileman, Camp Wilds, Geo., Fort King, Tampa Bay, Camp Gilmer, Geo., and Fort Harlee. The 1st Infy. is divided among the posts at Pilatka, St. Augustine, Picolata, Fort Harlee, Fort Heileman, and Trader's Hill, Geo. Five companies of the 2d Infantry are at Fort White, Charles Ferry, Fort Moniac, and Camp Gilmer, Geo. Four companies of the 6th Infantry, at Fort King and Micanopy, which, with some five or six companies of volunteers, form the whole force to operate against the enemy during the ensuing winter.

The skirts of the Okefanoke Swamp have been lately examined by Capt. B. L. Beall, 2d Dragoons, and Capt. Morris, 2d Infantry, who were unable to perceive any signs of the enemy.

An opinion now prevails that the party of Indians said to have entered that swamp, and who struck terror into the neighboring families, must have been indeed small. Two instances have lately occurred, where they have shown themselves, and taken off cattle from the settlements. The first was at Fort Crane, on which a party of mounted troops were immediately sent in pursuit, under the command of Capt. Hoffman, 6th Infantry; but, I regret to say, without effect. The latter case was somewhat more successful; the party of Indians who had stolen thirteen horses from Fort Peyton, were overtaken, after a pursuit of thirty or forty miles, by a party of Dragoons and volunteers, under command of Lieut. May; they abandoned their plunder and provisions, taking refuge in the swamp, where the cavalry were unable to act.

General Taylor, it is imagined, contemplates a campaign to commence early next month; but from the present weakened state of the troops, incident to continual exertion for months past, and the broken down condition of the Dragoon horses, small hopes of success can be entertained. No large body of the enemy seem to be concentrated, on which to form any decisive measures of attack; a state of affairs which must decidedly operate against this small division of the army.

CHEROKEE EMIGRATION.—The Nashville Whig of the 24th ult. says, there seems to be but little doubt that General Scott's arrangement with John Ross will be carried into complete operation, notwithstanding the clamor raised against Ross and his friends by speculators and others interested in the removal of the Indians under Government contract. On the 29th ult. two parties of 1,000 or 1,200 each started by land, under the Ross contract, but were compelled to halt at Blythe's ferry on the Tennessee, to wait for rain, the drought being so great as to endanger the safety of the emigrants.

*From the Little Rock Gazette, Sept. 5.*

The following letter, addressed to Capt. W. M. ARMSTRONG, Superintendent of the western Indian territory, has been enclosed to us by that gentleman, on the request of the Creek Chiefs whose signature it bears, and we comply with their request, so far as to give it a place in our paper. The report alluded to by them, was published in our paper on the au-



thority of a gentleman whose integrity none who know him will dispute—and in addition to that, we had heard the same report from other sources. We, however, soon afterwards ascertained that our informant had been misinformed, and took the earliest opportunity of contradicting it in a manner which we hoped would have been satisfactory to the Creeks. If we thought he had fabricated the rumor, and communicated it to us with a view to breed a disturbance between the Creeks and their white neighbors, we would not hesitate to give them his name; but knowing him to be incapable of such a dishonorable act, and knowing, besides, that he believed it at the time, we must decline a compliance with that part of their request:

CREEK NATION, Aug. 10, 1838.

FRIEND AND BROTHER.—We the undersigned, principal chiefs of the Creek tribe of Indians, in council assembled, have understood from various sources, that there was a report amongst our white brothers, that there was a hostile disposition and feeling existing among the Creek Indians towards our white brothers, and that we are making no corn, and burning our fences. We have made inquiry amongst our people, and find no such hostile feeling to exist, as we have heard has got into the public papers. We do understand, that it has been reported by some one, who knows it to be so, and we request you, as our friend and superintendent, to find out who the author of that talk is. We cannot rest contented till we know who that person is. We demand it for the safety of ourselves and our for white brothers. Such reports are calculated to do us much injury. As we have settled in a new country, we are in want of all kinds of stock, which we are compelled to buy of the white people below our line, and we wish to cultivate their friendship, and live on the most friendly terms with them. As for our people's not making corn, we will make more corn, pumpkins, and beans, than we have made in any one year since we have had any knowledge of our people.

From your friends and brothers,

OPOTHEYOHOLO his X mark.

LITTLE DOCTOR his X mark.

TUCKABATCHY MICKCO his X mark.

Witness, BARNET DUBOIS.

To Capt. WM. ARMSTRONG.

It is with feelings of unfeigned regret that we learn by the following paragraph, which we copy from the Army and Navy Chronicle, of the 16th ult., that the 7th regiment of U. S. Infantry, which has been so long stationed on our western frontier (since the winter of 1821 '22), is about to be transferred to Florida. During the time that this regiment has been on our frontier, the utmost harmony and good feeling has prevailed between its officers and our citizens, and attachments formed, which will ever make us feel a deep interest in their future welfare and happiness. Our best wishes attend them to their new station.—*Ibid*, Sept. 12.

LITTLE ROCK, Sept. 5.—Capt. E. B. BIRDSALL, U. S. A., arrived yesterday from Fort Towson, with his lady and two children, on his way to join the 8th (or new) regiment, to which he has been transferred, at Sacket's Harbor, New York.—*Gazette*.

LAKE MICHIGAN AND MISSISSIPPI RAILROAD.—Three government engineers arrived here last evening with the necessary apparatus, and will immediately commence the survey a route for a railroad from this place to the Mississippi river; for which purpose an appropriation of \$2,000 was made by Congress at the last session. Of the vast importance of this work to the Territory and to the whole north, we have before spoken, and we are pleased to see this early attention paid by government.—*Milwaukee Sentinel*.

The steamboat Gov. Marcy, under the command of Lieut. Homans, came into this port on Thursday last. She comes for the purpose of examining the different points on the lake for the construction of light houses, &c. After an examination of our bay and river the company left on Friday for Sac river, Shebegan Manitowoc, Kewaunee, &c.—*Ibid*.

PENSACOLA, Sept. 22.—The French brig of war Dunois, one of the blockading squadron, arrived here on Saturday last, from the Mexican coast.

The U. S. ship Erie, Lieut. Com'g. Farragut, was at Vera Cruz when the Dunois sailed—all well on board the Erie.—*Gazette*.

#### NOTICE TO MARINERS.

CUSTOM HOUSE, KEY WEST,  
Collector's Office, June 30, 1838. }

The Light Vessel for the Northwest bar of this harbor has been placed at her moorings. She lies about eight miles from Key West, at the junction of the North and Northwest Channels, so as to serve as a guide to vessels entering either.

Vessels from the westward, coming in by the North channel, will bring the Light Vessel to bear *due south*, and run directly for her; and on reaching her station, will then run for the Light House on Key West. Unless the tide should be extraordinarily low, there is ten feet in this channel at low water, and twelve at high water.

Vessels coming in by the Northwest channel will bring the Light Vessel to bear *southeast half east*, run for her and then steer for the Light House as before. This channel is considered the best, having from one to two feet more water than the other.

Masters of vessels going from Key West will merely reverse the above directions.

The Light Vessel shows one light at an elevation of about fifty feet, which may be seen, in clear weather, nine or ten miles.

W. A. WHITEHEAD,  
Col. and Sup't of Lights.

A brilliant Ball was given on the evening of the 10th inst., at the Florida House, in honor of Perry's victory on Lake Erie. The whole of the long saloon was thrown open to the dancers, and yet it was a perfect squeeze. Scarcely could the pretty creatures, who filled the apartment, find room to put down their tiny feet. Nothing less than the sober gravity of an editor with four children at home and a wife at the ball, could have resisted the intoxicating influence of the scene. In the midst of the revelry was presented the unusual spectacle of an old weather-beaten Jack Tar, marching arm in arm through the saloon, with an officer of the navy, high in rank. With the instinct of an editor, always on the look-out for an incident, we sought an explanation of the scene, and found that our friend Jack, rejoiced in the name of Smith, (John Smith most probably,)—that he was one of the boat's crew who, on the day of the battle of Lake Erie, rowed the immortal Perry from his own ship to the Niagara. The gentleman who had conducted him through the room was made acquainted with Smith's presence at the door, and with his services on the occasion alluded to, and influenced by a momentary enthusiasm which broke down all the distinctions of rank, he brought the gallant tar into a scene where he must have felt himself less at home than amid the thunders of the battle of Lake Erie. He was subjected to broadside after broadside from the artillery of bright eyes all around him. He told us, in true fore-castle lingo, how Perry would not sit down in the boat—how the boat was riddled by the shot of the enemy—how they rowed round the starboard bows of the Niagara, and all that.—*Pensacola Gazette*.

*From the New York Express.*

U. S. SHIP LEXINGTON, }  
At sea, July 28, 1833. }

MESSRS. EDITORS: Will you be so kind as to insert in your paper the following notice, viz:

The crew of the U. S. ship Lexington having heard of the advancement of John H. Clack, Esq., their commander, to be a post captain in the service, subscribed \$200 among themselves to present a pair of gold epaulettes to Capt. J. H. Clack, but as they were ordered for sea the next day and had no opportunity to present the epaulettes, they enclosed him the money with the following letter:

To JOHN H. CLACK, Esq.,

*Commanding U. S. ship Lexington.*

SIR: The crew of the ship under your command, feeling a lively interest in your welfare and promotion, have raised the enclosed sum (two hundred dollars) to be applied for the purchase of a suitable pair of gold epaulettes to be presented to you in behalf of the ship's company. Having, however, so little time that we are not able to procure them, we would request your acceptance of the enclosed, with which we hope you will procure a pair, such as would satisfy both you and ourselves.

In behalf of the crew, we are, sir,

Yours, very respectfully,

GEO. STEVENS, *Boatswain's Mate,*

EDWARD PAYNE, *Master-at-arms,*

JOSEPH JACKSON, *Sailmaker's Mate,*

JOHN COLLY, *Gunner's Mate,*

RICH. ROXFORD, *Carpenter's Mate.*

*U. S. ship Lexington, July 14th, 1833.*

To which the Captain made the following reply:

U. S. SHIP LEXINGTON, }  
At sea, July 14th, 1833. }

SAILORS AND MARINERS: I thank you for your kind intentions in relation to the information that has reached you of my promotion to the rank of captain.

I must, however, decline the acceptance of your liberal offer; I would much rather add to than diminish your earnings. I will take this occasion to state, that the Government, with a liberality proportioned to the justice of the case, has improved very much the condition of the petty officers. It does not, however, take effect during your present enlistment. To enable me to render services corresponding to the rank that has been given me, I must have your cheerful and hearty concurrence, while I require of you, in the words of our commander-in-chief, "the most uncompromising discipline." This will readily be yielded, by bearing constantly in mind, that it is your duty to give to every officer on board, the most ready and respectful obedience to his orders.

By your friend and Captain,

JOHN H. CLACK.

To GEORGE STEVENS, JOHN COLLY, EDWARD PAYNE, JOSEPH JACKSON, and RICHARD ROXFORD.

*From the Globe.*

THE LATE LIEUT. WILLIAM WARD.

At a meeting of naval officers of the United States in the Pacific, convened June 18, 1833, on board the North Carolina, flag ship, in Callao Roads—officers of that ship, Lexington, and Falmouth being present—Commodore HENRY E. BALLARD was called to the chair, and HENRY HOBBS, Esq., appointed Secretary. The chairman appointed Lieut. Commandant Selfridge and Lieut. Ingersoll a committee to draft resolutions expressive of the feelings of the meeting on the occasion of the death of Lieut. WILLIAM WARD. The following resolutions were offered, and passed unanimously:

*Resolved*, That we deeply deplore the loss sustained by the service and ourselves in the death of our brother officer and friend, Lieut. William Ward, deceased, late of this ship, cut off in the outset of an honorable and use-

ful career, and whose virtues and amiable qualities had gained him the esteem and affection of all who were associated with him.

*Resolved*, That the officers of the squadron will testify their respect for the memory of the deceased by wearing crape on the left arm for thirty days.

*Resolved*, That Lieut. Ingersoll, Acting Lieut. Taylor, and Surgeon Whelan, be a committee to superintend procuring a suitable monument to be placed over the grave of the late Lieut. Ward.

*Resolved*, That the chairman and secretary be requested to offer the sincere sympathy and condolence of this meeting to the relatives of the deceased on their bereavement, and to forward them a copy of these resolutions.

*Resolved*, That the proceedings of this meeting be published.

HENRY E. BALLARD, *Chairman.*

HENRY HOBBS, *Secretary.*

To-morrow morning, at eight o'clock, the UTICA CITIZENS' CORPS will present CAPT. BARNUM, of the U. S. Army with an elegantly finished sword, as a token of their high consideration and regard for that distinguished officer. The following is beautifully inscribed upon the blade of the sword: "Presented to Ephraim Kirby Barnum, U. S. Army, by the members of the Utica Citizens' Corps, October, 1833." Capt. B. leaves this city the same morning in the 9 o'clock cars for Florida, to take command of his company there.

It is hardly necessary for us to remark, that his removal from this city is a matter of deep and sincere regret to all. Capt. B. has resided among us for several years past, and during this period he has secured a large circle of warm personal friends, and deservedly won for himself the highest confidence and esteem of this community.

The members of the Utica Citizens' Corps will accompany him as far as Albany. Our most earnest desires, as well as those of the citizens of this place generally, for his welfare and happiness, will follow him wherever he may go.—*Utica, N. Y., Observer, Oct. 2.*

LIEUT. COM'DT JOSIAH STURGIS.—To relieve the distressed and rescue from peril, seems to be the happy fortune of this enterprising and intelligent officer, now in command of the revenue cutter Hamilton. On the 24th ult. the schooner Latona, Dexter, of Rochester, got on the rocks of Watch Hill, entrance of Newport harbor, and probably all hands must have perished, but for his prompt and timely aid. His ruling motive appears to be to cruise along the coast to do good; and much is the good he has done. He has performed all the duties of a commander for years past, and performed them well, without a captain's commission and emolument. He has long been fully entitled to promotion, as far as distinguished services and gentlemanly deportment can entitle him; and we hope neither the regulations of the service, nor any other impeding cause, will much longer prevent his receiving the reward of his merit.—*Boston Independent Messenger.*

AN OLD SETTLER CAUGHT AT LAST.—While the steamboat Milwaukie was coming out of Erie harbor, on her downward trip, last week, she struck on a large anchor which had been lost, and so effectually forced one of the flues into her bottom that she carried it safely into Buffalo. After her arrival at Buffalo, it was observed that she did not sit as tight and buoyant on the water as usual, and an examination into the cause was immediately made by Mr. Garrick, which resulted in the discovery of the "new customer." The anchor was taken out, and the hole effectually stopped. It is supposed that the anchor was formerly attached to some of the British vessels captured on the lake during the last war, and subsequently sunk for preservation in Erie harbor.—*Dunkirk Beacon*



METEOROLOGICAL JOURNAL, kept at the Observatory on Capitol Hill, month of SEPTEMBER, 1838.

Days of the month.		Phases of the Moon.		9 A. M.					3 P. M.					WIND.		RAIN OR SNOW.					
				Barometer.		Hygrometer.		Maximum & minimum height.		Barometer.		Hygrometer.		Weather.		Direction.		Force.		Inches and tenths.	
1		28.030	83	67	16	88	58	28.040	82	58	24	Cloudy	Northward	Fresh	The Aurora Borealis first perceptible at 7 30 P. M. a diffused light with occasional streamers until 11; as also during the evening of the 16th. Do 17th. On the 21st, 22d and 23d, 2.45 in. of rain fell. On the 25th, 3.00 in., and on the 27th & 28th, 1.54 in. Whole quantity that fell during the month, 8.29 in.						
2		30.192	70	42	28	82	52	30.178	85	59	26	Clear	do	do							
3		30.364	67	37	30	78	65	30.296	70	40	30	do	do	Moderate							
4		30.388	66	46	20	70	65	30.344	72	41	31	do	do	do							
5		30.336	71	45	26	80	64	30.324	80	50	30	do	do	do							
6		30.418	75	51	24	84	66	30.357	83	50	33	do	do	do							
7		30.360	76	60	16	83	67	30.312	84	58	27	do	do	do							
8		30.310	77	66	11	87	67	30.296	86	57	29	Cloudy	East	Light							
9		30.320	74	62	12	76	62	30.312	76	64	12	do	do	do							
10		30.250	71	62	09	78	67	30.180	78	60	18	do	do	do							
11		30.020	73	68	05	80	67	29.034	76	66	10	do	N'd & E'd	Fresh	0.75 0.55  The Aurora Borealis first perceptible at 7 30 P. M. a diffused light with occasional streamers until 11; as also during the evening of the 16th. Do 17th. On the 21st, 22d and 23d, 2.45 in. of rain fell. On the 25th, 3.00 in., and on the 27th & 28th, 1.54 in. Whole quantity that fell during the month, 8.29 in.						
12		29.772	75	75	00	73	63	29.668	75	75	00	Clear	do	Light							
13		30.004	71	62	09	74	62	30.046	74	60	14	do	do	do							
14		30.324	72	64	08	79	62	30.288	75	64	18	do	do	do							
15		30.334	74	66	08	78	62	30.208	79	55	24	do	do	do							
16		30.284	72	66	06	78	62	30.316	79	65	14	do	do	do							
17		30.006	67	55	12	77	65	29.942	77	63	14	do	North	do							
18		29.050	74	66	08	90	62	29.784	88	57	31	do	Variable	do							
19		29.928	71	55	16	82	60	29.918	78	50	28	Cloudy	N'd & E'd	do							
20		30.156	67	54	13	76	58	30.101	70	64	06	do	do	do							
21		30.092	71	71	00	79	69	30.015	70	63	07	do	S'd & W'd	do							
22		30.024	74	64	10	80	55	30.028	81	69	12	do	do	do							
23		30.038	71	61	10	72	47	30.056	70	45	25	do	do	do							
24		30.308	61	40	21	77	48	30.306	67	42	25	do	do	Fresh							
25		30.360	63	52	11	72	55	30.511	65	53	12	do	N'd & E'd	do							
26		30.228	72	72	00	71	62	30.248	73	63	10	do	do	do							
27		30.258	66	58	08	74	63	30.258	69	50	19	do	S'd & W'd	Moderate							
28		30.220	69	67	02	76	68	30.224	69	58	11	do	N'd & E'd	do							
29		29.842	72	72	00	86	60	29.930	75	64	11	do	do	do							
30		30.142	69	55	14	76	58	30.118	71	53	13	Clear	S'd & W'd	do							
31		30.742	68	60	11	79	61	30.055	73	57	18										
Mean																					

The steamboat Providence, on her passage to Providence on Monday night, 1st inst., went ashore on Canonicut island a few miles from Newport. She had on board about 400 passengers, including 156 U. S. seamen, destined for the U. S. ship Ohio. She was got off the next day, without having sustained any material damage.

LATE FROM VERA CRUZ.—A commercial house of this city had the kindness to communicate to us the following letter from Vera Cruz, received yesterday by way of Havana. It leaves no doubt that the end of the drama is near at hand.—N. O. Bee.

VERA CRUZ, 27th August.

We are unable to tell how the present crisis will end. Different rumors are constantly circulating respecting the state of affairs. We think, however, that the arrival of the expected reinforcements will soon resolve the question. Preparations are making in this city. Parapets have been erected on the

principal edifices and houses in the vicinity of the harbor. The troops which have been stationed on the route between Jalapa and Vera Cruz have been ordered to repair to this city. There are almost daily departures: nearly all the principal families have left the city, and the middle classes are following their example. They are beginning to talk of sending us (the French) into the interior. The commandant, we are informed, has received orders to this effect, and will doubtless execute them at the first appearance of the new reinforcements.

Several more brigs of war have arrived.

The naval reinforcements are expected towards the end of September.

The administration and the congress ascribe to each other the fault of bringing on the present state of affairs. In the meantime, the newspapers continue their ungenerous articles against the French.

All the archives and the plate of the churches have been sent to Jalapa.

**DESERTION.**—The Cornwall (Upper Canada) Observer, states that "deserters are crossing to Cornwall from the American troops stationed at Fort Covington every day. Four crossed last night and two the night before. Twelve in one body landed below Gray's Creek on Tuesday last. They wear the Yankee uniform, and are composed of Irish, English and Scotch. The few remaining at that place are ordered to the interior."

## NAVY.

### NAVY GENERAL ORDER.

NAVY DEPARTMENT, Oct. 1, 1838.

It having been represented to this Department that the regulations prescribing the "uniform dress" for officers of the navy, are not, in all cases, conformed to: It is hereby ordered that all officers on service, or reporting for service, do wear the uniform dress or undress to which their rank entitles them, as established by the said regulations.

J. K. PAULDING.

### ORDERS.

- Oct. 2.—Commander R. F. Stockton, ship Ohio.  
Surgeon J. S. Wily, Navy Yard, Pensacola.  
P. Mid. G. Wickham, Depot of Charts, &c., Washington.  
Mid. C. Van Alstine, Naval School, Boston.  
3—P. Mid. W. Craney, brig Consort.  
5—Chaplain J. Wiltbank, Naval Asylum, Philad.  
Ass't. Surgeons J. A. Guion and J. Howard Smith, squadron on the coast of Brazil.  
Master John Robinson, ship Ohio.  
8—P. Mid. W. B. Beverly, brig Consort.  
OFFICERS RELIEVED AND DETACHED.  
Oct. 2.—Surgeon S. Sharp, from Navy Yard, Pensacola.  
3—P. Mid. J. F. Armstrong, fm. order to b'g Consort.  
5—Lieuts. C. W. Chauncey and J. L. Ball, from survey of stores, &c., at the Washington Navy Yard, under orders of Aug. 25.  
6—Mid. C. H. Piper, from ship Levant.

### APPOINTMENT.

- Oct. 3.—Peter G. Clark, Chaplain.

### VESSELS REPORTED.

**MEDITERRANEAN SQUADRON.**—Frigate United States, Wilkinson, at Marseilles, from Mahon, Aug. 14. Ship Cyane, Percival, at Gibraltar, Aug. 31—sailed from Tangier, Sept 8, for Gibraltar.

**REVENUE CUTTERS.**—Hamilton, Sturgis, on light house survey, put into New Bedford, from Newport, Aug. 23, and sailed next day.

## DEATHS.

At Fort Jesup, La., on the morning of the 2d ult., after a short illness, Lieut. THOMAS CUTTS, of the 3d regiment U. S. Infantry, son of Hon. RICHARD CUTTS, of this city.

On board the U. S. ship North Carolina, in the harbor of Callao, on the 10th June last, of fever, Lieut. WILLIAM WARD, of the U. S. navy.

Near the Choctaw Agency, on the 30th Aug., of small-pox, MINGO MUSHALATUBBEE, aged about 60 years. He was, for many years, Chief of the Lower Town District, Choctaw Nation. He was an orator and warrior. His voice was often heard in council, in behalf of the whites, and he led several parties of Choctaws against the enemies of the United States, in the campaigns of General Jackson. At the treaty of 1825, he was allowed a pension of \$150 per annum, during his life, the same his father had received until his death, for the many valuable services rendered by the family to the United States. He was a strong friend to the whites till the day of his death.—*Little Rock Gazette.*

On the 6th inst., at the Navy Asylum, on the Schuylkill, near Philadelphia, JOHN HICKEY, aged 63. He served twenty six years in the navy as a seaman, and petty officer, and assisted the brave Captain Lawrence to capture the British sloop of war Peacock. In August, 1837, in consideration of his long and faithful service, the Secretary of the Navy directed him to be admitted to the Naval Asylum.

In Charlestown, Mass., on the 3d inst., Col. JOSEPH LORING, aged 71, formerly of the U. S. army.

### BEEF AND PORK FOR 1839.

NAVY COMMISSIONERS' OFFICE, October 4, 1838.

**SEALED OFFERS,** endorsed "Offers for Beef," or "Offers for Pork," as the case may be, will be received at this office until 3 o'clock, P. M., of the 10th November next, for furnishing and delivering, free of all cost and charge to the United States, 1,000 barrels of Navy Beef, and 2,000 barrels of Navy Pork, each barrel to contain 200 pounds nett weight of Beef or Pork; 500 barrels of the Beef must be delivered at the Navy Yard, Charlestown, Massachusetts; 500 barrels of the Beef and 2,000 barrels of Pork must be delivered at the Navy Yard, New York; all to be delivered between the 15th March and the 15th May, 1839.

The Beef must be packed from well fattened cattle, weighing not less than six hundred pounds, nett weight; all the legs and leg rounds of the hind quarters, and the clods, neck, or sticking pieces, shins, and cheeks of the fore quarters, must be wholly excluded from the barrel; and the remainder of the carcass must be cut in pieces of not less than eight pounds each.

The Pork must be corn-fed and well fattened; all the skulls, feet, and hind legs entire, must be excluded from the barrel; and the remainder of the hog must be cut in pieces weighing not less than six pounds each; not more than three shoulder pieces, and one jowl and a half, or the jowls of a hog and a half, shall be allowed to a barrel.

The whole quantity of the said Beef and Pork must be slaughtered between the first day of November next and the periods of delivery; must be thoroughly salted or struck with the best quality clean, coarse Turk's Island, Isle of May, or St. Ubes salt, and no other: and, after remaining a sufficient time for the salt to penetrate the meat in the most thorough manner, it is to be packed with a sufficient quantity of the same quality of salt, and five ounces of pure saltpetre, pulverized. The salt used in striking must be carefully separated from the pieces, and the pieces must be drained or placed on inclined boards, and suffered to remain in that state for some time before the pieces are put in the barrel.

The Barrels must be made of the best seasoned heart of white oak, free from sap wood, and the staves must be at least three-fourths of an inch thick, and not more than four inches wide; they must be fully and substantially hooped and nailed at the expense of the respective contractors; each barrel must be branded on its head "Navy Beef," or "Navy Pork," as the case may be, with the "contractor's name" and the "year when packed."

The Beef and the Pork will be inspected by the inspecting officers at the respective Navy Yards aforesaid, and by some "sworn Inspectors of Salt provisions," who will be selected by the respective commanding officers; but their charges for said inspection must be paid by the respective contractors, who must likewise have the barrels put in good shipping order, to the satisfaction of the commandants of the respective Navy Yards aforesaid, after the inspections, and at their own expense.

Bidders must specify their prices separately and distinctly in separate offers for the Beef and for the Pork, and for each of the places of delivery, covering all expenses and charges.

Letters from some Navy Agent, commandant of a Navy Yard, or other person well known to the Department, must accompany the offers of each person, and state the belief of the writer that the person offering to contract has the ability to perform his contract in a satisfactory manner, and that his sureties are also responsible for the amount of the contract, or the offers will not be considered.

Bonds in one-third the amount of the respective contracts will be required; and ten per centum, in addition, will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts, which will, on no account, be paid until the contracts are complied with in all respects. After deducting ten per centum, payment will be made by the United States within thirty days after the said Beef and Pork shall have been inspected and received, and bills for the same approved by the Commandants of the respective Navy Yards aforesaid, according to the terms of the contracts.

The parts of the Beef to be excluded from the barrel are particularly designated in the engravings to be attached to the contracts. Persons interested, who have not heretofore seen the engravings, can obtain them on application at this office.

Oct. 11—td